

KING'S UNCLE ON WAY FROM OTTAWA

quently referred to his meeting with the illustrious hero as one of the proudest moments of his career.

Anxious to See the Prince.

It was at a dinner at the residence of E. W. Stoughton, in Fifth avenue, at which the Prince was the principal guest, that the foundation for the assassination attempt was laid. A large crowd of curious persons had gathered in the vicinity of the Stoughton residence in an effort to catch a glimpse of the royal visitor, and some disorderly acts were committed when the police sought to restrain the mob. Several men were arrested, and on one of these a loaded revolver was found.

While the Prince was being entertained by Bishop Potter, Major General McDowell, William M. Evaris, William B. Astor, A. A. Low, Sidney W. Webster and others, a report was current that a plot to assassinate him had been fomented and that it was only frustrated when he was spirited out of the house through a rear exit. The report soon spread to all parts of the city and considerable excitement resulted.

The publication of exaggerated accounts of the affair in the afternoon newspapers did not serve to allay popular excitement, but the quietest man in New York during the day was the Prince himself. Police Superintendent Kennedy and Captain Henry Borden carefully investigated the report, and it developed that the alleged plot was wholly imaginary.

On January 31, when the Prince was expected to attend a performance at the French Theatre, a man was arrested for acting suspiciously. A dragon's pistol, heavily loaded, was found in his pocket. After a brief visit in Boston the Prince returned to Canada, and after being invested with the insignia of St. Michael and St. George, at Montreal, he returned to England on July 7.

Ducal Party Departs From Ottawa on Jan. 22.—The Duke and Duchess of Connaught and the Princess Patricia, with their official entourage, left Ottawa for New York via Montreal at half-past three o'clock this afternoon. The royal car York was attached to the regular train on the Canadian Pacific and Rutland lines.

The car in which the trip is being made was used by King George on his tour of Canada, and with its mahogany and gold finish, is one of the most richly decorated railway cars in this country. The departure was without ceremony.

Since announcement was made of his visit to the American Ambassador the Duke has been overwhelmed with invitations for social functions, but necessarily he will have to decline many of them.

The royal couple have anticipated with much pleasure this trip across the border, and while it is not their intention at this time to visit the President, even unofficially, it is quite possible that at a later date, with the consent of the imperial government, they may go to the White House.

It is believed here that such a visit would have the effect of stimulating the amicable relations between Great Britain, the United States and Canada.

HOPES ROYALTIES WILL SEE PRESIDENT

Daily Telegraph, Commenting on Welcome, Refers to Mr. Morgan's Art Treasures.

[SPECIAL DESPATCH TO THE HERALD VIA COMMERCIAL CABLE (FRANCE'S SYSTEM).] HERALD BUREAU, No. 120 ELIOT STREET, London, Monday.

Referring to the great welcome which awaits the Duke and the Duchess of Connaught in New York city, the Daily Telegraph says:

"Everything of interest will be shown them. J. Pierpont Morgan's treasure houses will be thrown open for their inspection, and as his collectors have ransacked England and Europe during the last few years, securing everything of value in art antiquities that money could buy, the view should be instructive and impressive."

The Daily Telegraph adds the comment of hoping that the next visit of royalties will be to Washington to meet the President and the Cabinet, as such a visit would serve to draw closer together the bonds of friendship between the Republic and the Dominion of Canada.

BOY'S SURPLICE AFIRE AT CHILDREN'S MASS

Joseph Bove Passes Too Close to Lighted Candle—Panic Averted by Sisters of Charity.

While serving at the children's mass yesterday morning in the Church of Our Lady of Mount Carmel, in Centre street, Orange, Joseph Bove, seventeen years old, passed too close to a lighted candle just as the rector, the Rev. Father John J. Rongetti, was giving holy communion to children at the rail, and his white surplice caught fire.

The incident caused a commotion among the children, but Bove quickly for the late surplice from his shoulders, and Father Rongetti, after warning the scores of children and others in the congregation not to get excited, helped put out the flames. Sisters of Charity who were in charge of the Sunday school classes immediately went to the pews where the little folk were getting restless, and as several started to go out the Sisters reassured them and got them to return to their places. Mass was resumed immediately after the fire in the surplice was extinguished. Bove, who is a student at Seton Hall College High School, is planning to join the priesthood.

Burns Fatal to Two Women.

Miss Nellie Speedling, twenty-four years old, died yesterday in her home, at No. 48 Summer avenue, Newark, from burns received at noon on Saturday while she was attending to the furnace fire.

Mrs. Mary Howe, seventy-two years old, of No. 38 Montgomery street, Jersey City, died in the City Hospital yesterday morning from burns received in her bed the night before. How the fire started is unknown.

EDUCATED FISH PREVENTS PURSUIT BY CLOSING HOLE

"Bub" Wicks, of Tarrytown, Had Carelessly Tied His Line to Cake of Ice and the Escaping "Whopper" Drew It Over the Opening and Was Safe.

[SPECIAL DESPATCH TO THE HERALD.] TARRYTOWN, N. Y., Sunday.—The veracity of "Bub" Wicks, a well known fisherman, hung in the balance to-day until he gave a detailed statement, with more or less flourishes, of his encounter on the previous night with a large fish that jumped into a hole in the ice and pulled the hole in after him. Mr. Wicks had told many a good fish story in his time and, always being able to prove his facts, never had his word doubted until to-day.

"Any you fellows ever hear of a fish jumping into a hole in the ice and pulling the hole in after him?" he inquired in the railroad station to-day. A series of yawns and grunts of disapproval followed the question.

"What are you givin' us, Bub?" asked the first man to recover.

"It's gospel," said "Bud," shifting his quilt of tobacco. "And as he unfolded the story those that remained to scoff were thrilled."

"It was like this," he went on. "I was fishing over on the Tarrytown Lake last night when I came across this strange fish. I think as how he must have been an educated fish, raised in the aquarium, or some place down in the city, for he certainly was a smart fellow. You see, I cut a hole about six inches across in the ice and dropped my line in. Then I waited. No luck for more than a half hour, so I goes over and builds a fire on the shore. Pretty soon I heard this fish flopping around on the ice. I looks over and there I see, by the light of the lantern I held near the hole, a whopper, if I ever seen one."

"I ran out on the ice, and the fish heard me coming and jumped back in the hole. But, so help me, Bob, I couldn't find that hole nowhere. Say, it made me fersy for a spell. Then I came to. I remembered that I had tied my line around the cake of ice I cut out of the hole. The line was tight and when the fish flopped back into the water he just naturally dragged that piece of ice back in its place—just closed up the hole as slick as a whistle. Don't that beat all you ever heard?"

Mr. Wicks still retains his standing in the community.

Millions Wasted by the City in Finished but Idle Subways

With Centre Street Loop and Steinway Tunnel Long Completed and the Fourth Avenue Underground Line in Brooklyn Nearing Completion, There Is Little Hope of Economy.

Idle Transit Lines Cost City Millions

What New York is losing in interest on investments for transit facilities which are idle—

Investment, Int. loss.
Centre street subway, complete, \$7,324,000 \$400,000
Manhattan Bridge for subway lines, 20,000,000 2,000,000
Steinway tunnel, idle five years, 7,240,000 1,500,000

Totals, \$41,564,000 \$3,900,000
In addition it is estimated that the Fourth avenue subway in Brooklyn will stand idle at least six months before it can be used \$15,000,000 \$400,000

Long delay in settling the city's transit problem and the protracted discussion of the subway situation have served to focus attention on the fact that there is now invested in New York about \$40,000,000 in transit facilities which are idle.

Furthermore, it has become apparent to the officials that as a result of the long dickering, the city will soon have another \$15,000,000 invested in the Fourth avenue subway in Brooklyn with every prospect that the route will not be used for many months, perhaps for a year.

In interest alone upward of \$2,000,000 is being lost annually on the sums that

have been spent to give transit relief, but without giving any relief. Most of this loss falls to the municipality. An estimate that is considered conservative places the total interest loss at more than \$5,000,000, all because of mismanagement and the patchwork methods of building the transit system.

The investments for transit and from which no revenue and no transit have been obtained are as follows:

Centre street subway, completed from Pearl street to Williams street, Bridge and a half ago at a cost of \$7,324,000. Loss in interest to city about \$400,000.

The Steinway tunnel, completed from Park avenue to Long Island City in July, 1907, at a cost of \$7,240,000. Loss in interest to city about \$1,500,000.

Manhattan Bridge, completed in November, 1909, for the purpose of giving a new highway for transit to Brooklyn at a cost of \$20,000,000 and not used except for trucking traffic. The loss in interest is more than \$2,000,000.

The Public Service Commission estimates that the Fourth avenue subway, Brooklyn, will be completed in July, perhaps sooner, at a cost of \$15,000,000. No arrangement has been made for its operation. It begins with the Manhattan Bridge and ends abruptly at Park-third street, Bay Ridge. Officials admit that there is little prospect of having the tunnel in use for many months after its completion. If it lies idle six months after completion, the interest loss will be \$400,000.

Contracts have been made for nearly \$30,000,000 worth of work on the new tri-borough subway system, which includes the Broadway-Lexington avenue route. The contracts specify that this work is to be completed in about three and one-half years. The Centre street loop and the Fourth avenue subway are parts of the tri-borough system and are to be operated with the entire system.

Operating the Centre street and Fourth avenue lines cannot be made until the whole question is settled. The committee of the Board of Estimate is negotiating with the Interborough Company for a new subway offer and the meantime the tentative programme with the Brooklyn Rapid Transit Company, as approved last summer, is held up.

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NEW DUTY FOR MR. ROCKEFELLER

Son of Capitalist Will Head Research Bureau to Aid Women Convicts.

BASED ON MIND READING

Will Exert the Energy Which Made His "White Slave" Campaign a Success.

That John D. Rockefeller, Jr., having been a successful outcome of his two years' campaign to abolish "white slavery," at a cost of \$100,000, would embark on a self-imposed public duty of even greater importance, as foreshadowed exclusively in the Herald recently, was verified yesterday.

Mr. Rockefeller, in carrying out his intention of working along lines for the public good, has decided to head a group of philanthropists and sociologists of this city who will establish a bureau of criminological research for the improvement and ultimate reformation of the conditions in which the women who are convicted in the criminal courts of this city are compelled to serve the sentences imposed upon them.

The idea upon which Mr. Rockefeller's new plans are based is the result of many years of study and observation by Miss Katharine Bement Davis, who for the last eleven years has been superintendent of the State Reformatory for Women, at Bedford, N. Y. Out of her large experience as a sociological student in some of the leading universities of this country and Europe, as a settlement worker in the slums of Philadelphia and New York, and as the superintendent of one of the largest reformatories in America, Miss Davis has evolved an elaborate plan which is commended by prominent criminologists as eminently practical and a distinct departure from the trodden paths of prison reform.

To Segregate Women Convicts. Briefly stated, Miss Davis would have a number of buildings erected on a site as far away as possible from prison environment. Beginning with a small number of women convicted of crime, say forty or fifty, she would segregate them according to type, as, for instance, the vicious type in one class, the mentally defective in another class, and so on until the entire number had been so separated.

There will be a marked improvement, trained pathologists and psychologists would make an individual study of the character, thoughts and habits of each woman.

The disposition aimed at would be eventual parole. From the fact that the element of "mind reading" plays such an important part in the proposed scheme the tentative name of "Bureau of Criminal Research" has been given to the reformatory.

To obtain a suitable site, build the required houses and provide the experts necessary for the successful carrying out of the idea, it is estimated that at least \$2,000,000 will be required.

Mr. Rockefeller's attention was first directed to Miss Davis' plan several months ago after the Board of City Magistrates had made a visit to the Bedford Reformatory. With his "white slave" campaign nearing an end he made exhaustive inquiries into the possibilities of doing good in this direction. Since then he has been assured by well known criminologists that the idea is a practical one. It is expected that eventually he will give his financial backing to the proposed bureau.

Judges Favor the Idea.

Judge Warren W. Foster, of the Court of General Sessions, is a strong believer in the effectiveness of Miss Davis' plan. "I am in favor of the present system," he said yesterday. "In order to determine exactly what should be done with a woman prisoner we should know her mind."

Said Magistrate "Pete T. Barlow yesterday to a Herald reporter:—

"I regard the scheme of Miss Davis as one of the most practical ideas in this direction that has ever been called to my attention. The reputation of Miss Davis as a criminologist, as well as the extreme good sense of the idea advanced, should be sufficient to warrant a fair trial of her plan."

The need of such a departure is becoming more and more apparent. The old method has been found sadly wanting. Miss Davis' plan is nothing more than a scientific segregation of women offenders according to type. There is no one more qualified than she to direct this plan for the treatment and cure of this particular class of criminal life."

Magistrate Charles W. Appleton said:—"I am heartily in favor of the proposed bureau. It would represent a distinct advance."

District Attorney Charles S. Whitman also thinks that the experiment would result in great good.

T. Channon Press, Assistant District Attorney, who aided Mr. Rockefeller in conducting the Grand Jury investigation into the "white slave" traffic, yesterday said:—

"From what I know of Miss Davis' plan I believe that it would eventually go a long way in remedying the present condition in the prisons for women. Some change, in my opinion, is highly desirable, and the sooner the change is made the better."

Pulpit Oratory. An article telling of some of the noted divines of New York city who have won reputations as dignified and winning pulpit orators. Pen pictures of the men. Illustrated article in next Sunday's NEW YORK HERALD.

WALKED TO GET SLIM, GAINED POUND A DAY

John McCarthy, of Bloomfield, Has Quit Climbing Eagle Rock Each Morning.

[SPECIAL DESPATCH TO THE HERALD.] BLOOMFIELD, N. J., Sunday.—John McCarthy, a well known hotel keeper of Bloomfield, where he is prominent in the Elks and other fraternal organizations, has abandoned his attempt to reduce his weight by taking a long walk each day up the Orange Mountain to Eagle Rock. Mr. McCarthy tipped the scales at 275 pounds when, by the advice of a physician, he began the walks.

Faced Death Five Days on Destroyers in Gale



THE TORPEDO BOAT DESTROYER, PAULDING SHOWING DAMAGE TO DECK AND SMOKE FUNNELS BY THE RECENT STORM AND THE BROKEN MAINMAST

The McCall, the Paulding and the Roe, Storm Battered and Their Small Boats Smashed or Gone, Arrive at the Navy Yard in Brooklyn After Terrible Voyage.

With their decks battered by giant seas and swept clean of all movable articles by the recent storm on the Atlantic, the torpedo boat destroyers McCall, Paulding and Roe reached their berths at the Navy Yard in Brooklyn yesterday. These vessels carried three officers and about eighty men each and they had a terrible experience.

Lieutenant Commander Arthur MacArthur, Jr., in command of the McCall, which had been almost given up as lost, gave a detailed account of the five days' experience of the McCall to a reporter for the Herald.

"We steamed from New York soon after noon on January 3 to take part in maneuvers of the Atlantic fleet," said Lieutenant Commander MacArthur. "The barometer began falling, and at midnight January 3 stood at 29.8. It continued falling, until at nine o'clock on the night of January 4 it reached its lowest point, 29.0. We found the McCall involved in an extremely heavy gale at seven o'clock on the evening of January 4, our approximate position at that time being latitude 33.0 north and longitude 61.30 west."

"We put the vessel about and for forty-four hours ran with the storm until it abated enough to put about. Our position was then about latitude 33.0 north and longitude 59 west, and we headed for Bermuda. The wind had been blowing at about eighty-two miles an hour. Our wireless apparatus was not working and we could not communicate with other vessels or the shore."

"About 135 miles from Bermuda, on the morning of January 10, we sighted and spoke to the battle ship Connecticut, and were ordered off Bermuda at one o'clock on the afternoon of January 11. We were told by the Delaware, and in company with the Birmingham and the Paulding

steamed for Hampton Roads on January 13, arriving there on January 13. In company with the Roe, the Paulding and the Prairie we steamed for New York on Saturday and arrived safely to-day."

"Our boats were stove, our decks generally swept, our mainmast was carried away and stanchions on the after decks buckled. Our wireless went out of commission on January 5 and we were unable to communicate."

Similar experiences were related by Commander Clark Howell Woodward and Ensigns W. S. Farber and F. T. Leighton, of the Roe, and Lieutenant S. R. Doyle and Ensigns C. S. Keller and E. G. Blackley, of the Paulding. All spoke in the highest terms of the staunchness of their vessels and the bravery of the officers and crews.

There was no sleep, and for five days two of the officers were at all times on the bridge of each destroyer. The vessels were about twenty-five miles apart when they ran into the storm. Their smokestacks were crumpled and bent, their food was washed overboard and little or no warm food could be prepared.

On the Paulding the barometer at ten o'clock on the night of January 5 fell to 29.0, when the destroyer was about 650 miles due east from New York. Big and bruising halibuts struck the officers on the bridge of the Paulding in the face and blinded them for a time. The vessel pounded hard and lost two boats and one anchor.

At the height of the storm the Paulding dragged one of her anchors at a depth of 105 fathoms, all the time heading into the storm. The port engine was kept at full speed ahead and the starboard engine going slowly. The maximum roll of the boat reached 70 degrees on the starboard side and 65 degrees on the port side.

The Paulding was finally picked up by the battle ship Michigan on the morning of January 8, about twenty miles north of Bermuda. Men were knocked from the wheel many times and every man on the vessel was drenched with water and bruised by falls.

FAMILY STARVING, SAY LITTLE BOYS DOG BRINGS AID

Newfoundland, with Little Girl's Appealing Note, Scratches at Door of Commissioner of Charities.

[SPECIAL DESPATCH TO THE HERALD.] NEW ROCHELLE, N. Y., Sunday.—Vincent De Paul Brennan, Commissioner of Charities of New Rochelle, was interrupted at dinner to-day by the whining and scratching of a Newfoundland dog at his kitchen door. The dog carried in his mouth the following note, scrawled in a child's handwriting:—

"DEAR MR. CRENNAN—Please, Mr. Brennan, if you can help us, please come and help us. Mamma and papa and Willie are all sick and now I am sick, too, and we have no coal nor nothing to eat."

The note bore the name and address of a family in Union avenue, where the Commissioner had helped a few days ago. The mother is an invalid, the father, who is out of work, was taken ill with grip last Monday, and the son was stricken Wednesday. The daughter, ten years old, tried to take the housework and cooking besides, and she and Rover called on Commissioner Brennan on Friday, and he sent groceries and meat. This morning the girl used the last shovelful of coal and caught a heavy cold.

When Commissioner Brennan reached the house this afternoon with a bag of coal, meat and groceries from his own cellar the girl told him she did not know how to get a message to him, as the family did not have enough money in the house to pay for a telephone call.

"Rover was lying in front of the cold stove, and I thought he might find you because he went with me on Friday. So I wrote the note and gave it to him and told him to take it to you. Rover understands everything you say to him. But I did not know he would remember your name or where you lived. But he did and he is a good dog."

\$50 COFFIN FOR PET DOG. [SPECIAL DESPATCH TO THE HERALD.] BOSTON, Mass., Sunday.—In a \$50 coffin, trimmed with white satin, the body of Rubin, a pet Boston terrier, owned by Mrs. S. Barton Spaulding, a wealthy widow, is to be sent to Glenview Farm, the summer estate of Mrs. Spaulding, at Norwalk, Ct., for burial.

Rubin was struck by an automobile a month ago, and was getting along nicely in an animal hospital, until to-day, when he died of heart disease.

Police Believe They Wanted to See the Engines Respond and Quench Blazes.

Charged with arson, Ralph Ferrara, of No. 2,551 First avenue, and Terence Buchholz, of No. 400 East 125th street, each eleven years old, were arrested yesterday at the direction of George H. Ledezere, assistant fire marshal. The boys were taken to the Children's Society by Police-men Under and Bryan, of the East 125th street station, and will be arraigned in the Children's Court this morning.

Fire was discovered last Tuesday night in two stationery closets in Public School No. 123, in 125th street, near Pleasant avenue. It is a three story frame building. The quick arrival of firemen probably saved the house from destruction. Herbert Helms, of No. 320 East 121st street, the assistant fire marshal of seeing two boys climbing the fire escape on the front of the building a few minutes before the blaze was reported. Subpoenas were issued for Ferrara and Buchholz. They were questioned about the school fire and five blazes in a house in East 123d street several weeks ago. Both boys told how they sent in alarms for the fire in East 123d street, but they denied having started the fires.

The parents of the children told the police they were kept busy taking matches from the pockets of the two boys.

Many complaints during the last few weeks have been made about fires in unoccupied houses and on fences. The fires were started, the police believe, for the purpose of seeing the companies respond to the alarms.

MR. TAFT TO VISIT NEWARK. President Will Be Chief Guest at Luncheon Given by Franklin Murphy on February 12.

Invitations will be sent out to-day for a luncheon to be given on Lincoln's birthday, February 12, by Franklin Murphy in his home, in Broad street, Newark, at which President Taft will be the chief guest. There will be about eight o'clock in the morning and on the arrival in Newark, Mr. Taft will be taken directly to Mr. Murphy's home. He will leave Newark late in the afternoon for New York, where he will speak in the evening.

SAVANNAH SECTION WITHDRAWS FROM THE NATIONAL COUNCIL—May Divide Organization. Additional evidence of discontent in the National Council of Jewish Women, which threatens to divide the organization, was made known here yesterday by the announcement that the Savannah section had withdrawn. This is asserted to be the beginning of a movement which will extend over the entire South, and cause the establishment of a second National Council, with headquarters in Chicago or Baltimore.

One of the alleged causes of the secession is said to be extravagance at the headquarters of the organization here. It is also said there is opposition to the progressive ideas of Miss Sadie American, president of the New York section and executive secretary of the national body.

LOST SHIP ARRIVES, FIGHT GIANT SEAS

The Dirigo, One of America's Biggest Sailing Vessels, Unspoken for 140 Days.

BRAVED MANY TEMPESTS

Lost a Cat and Split a Sail in Long Voyage Around the Horn from San Francisco.

With only one split sail as a memento of her long voyage, one of America's biggest ships, the Dirigo, quietly entered port yesterday, completing a trip around Cape Horn that consumed 143 days. During all of that time she was not spoken once or sighted by other craft until three days ago, when her square rigging, a distinguishing feature, was recognized off Hatteras. She had been unheard from for so long that there was fear she might have been lost.

While other ships met mishaps in the treacherous weather that swept along the Atlantic coast during the last three weeks, the sturdy Dirigo remained steady on her course and sailed steadily along, to arrive here yesterday with the report that only the ship's cat had dropped overboard when seas that appeared like mountains dashed upon her decks.

Incidentally the voyage of the Dirigo that ended yesterday is to be the last around the Horn to be made by Captain Walter Martin, her master, who will retire from the sea when his present cargo is discharged. He has made the passage thirty-five times, which is only ten times more than his wife, who has made twenty-five trips around the extreme end of South America. They will go to Bath, Me., which also is the Dirigo's home port.

Sights Whales and